IFR WORKSHOP – INSTRUMENT FLYING CONSIDERATIONS IN TODAY'S ENVIRONMENT
Cecil County Airport, Elkton, MD
Saturday, March 30, 2013 0845 – 1430

AGENDA

0845 – 0900		Meet and Greet
0900 – 0930		Overview; What's New? Losing VORs-Night IFR app. N/A
0930 – 0950		Review Basic Principals of Instrument Flight – Ref: instrument flight handbook - Flight Instrument Systems; Attitude Instrument Flying- Mechanical/electronic presentations- and AHRS (Attitude Heading Reference System) 1 A.I. vs 2 A.I.s Instrument Navigation-IFR GPS (File /G)
0950 – 1000		BREAK
1000 – 1020		IFR Flight Environment, ATC Control system- expanded ADS B coverage and SAT weather links- WX data link delays – Radar svc's ATC Clearances, Airports, Airspace and Flight Information NOTAMS Filing electronic, T (terminal)and Q routes (High Altitude) i.e. RVSM
1020 – 1030		BREAK
1030 – 1050		Charts, I-Pads, Other Displays, IFR Approach Charts-difference in quality between EFB's, ship positioning__yes___no Improved situational awareness via portable devices Enroute Charts, Departure and Arrival Charts-may start 100' s miles out FAR 91-417 Re: Records-FAA positioning 91,135, 123
1050 – 1120		Instrument Approach Charts- paper-electronic ILS, VOR, GPS, GPS Overlays VLOC and GPS combined- don't bother wasting time on ADF/NDB training Don't forget the review and brief the approach/missed carefully
1120 – 1130		BREAK
1130 – 1200		Aircraft / pilot weather IFR Operational Considerations, Departures (SID's) Segment Climb performance, particularly if traveling to mountainous areas (local familiarity) Enroute Operations, Holds, Airports, Minimum Vectoring Altitude- request
1200 – 1300		LUNCH BREAK (Lunch available on-site via order/delivery if desired)
1300 – 1320		Meteorology, ADS-B (Automatic Dependent Surveillance Broadcast), GPS transmit WX & TAK up to aircraft, WX satellite, DUATS, available resources Thunderstorms, Fog Temperature / Dewpoint Spread- 4 deg. & trending closer Time of day- radiation fog after a warm day-advection –upslope/downslope Or does the type of fog really matter if you can't see!
1320 – 1330		BREAK
1330 - 1350		IFR Operations, IFR Flight Planning, IFR Emergency Procedures, IFR Decision Making, Risk Management Night time IFR Ice- altitude, temperature, types of ice, thunderstorms IFR alternates-requirements for, wx minimums for use
1350 – 1400		BREAK
1400 – 1420		Reviews , Questions, Comments
1430	END	Thank you for your interest in "continuing to fly safely." Contact your flight instructor(s) or FAASTeam Rep. to evaluate your situation and to schedule your remedial IPC or specialized training plan.